

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 22nd September.

The Board of Public Instruction have lately, in accordance with their usual practice in the autumn, issued a list of lectures for the winter half year. Its range is a wide one, comprising theology, law, medicine, the sciences, literature, art, music, &c. The lecturers are mostly local men, clergymen of the various denominations, judges, and barristers, leading physicians and surgeons, masters at the higher schools, &c. Besides these, professors from several of the German universities have been retained for short courses during their holidays; a member of the University of Geneva will lecture on French literature, whilst an Oxford M.A. will read a series of papers on "Some Aspects of English Creative Literature in the Nineteenth Century." Most of these lectures are open to the public free of charge; special ones, however, on medicine and surgery include a clinical and operative course at one of the hospitals, on chemistry with practical work at the Government laboratories, on theological subjects, and others are reserved for students and younger members of the different professions.

These lectures, which follow in some respects the lines of the University Extension movement with us, were started several years ago, partly I believe with the intention of testing public opinion as to the desirability of founding a university in Hamburg. This question has since been much discussed in private circles and in the Press, and a feeling is steadily gaining ground that the wealth of the city makes it incumbent upon all to aid in increasing the means and opportunities for mental culture. Setting aside the question of cost, which is a serious one, 30 million marks being the lowest figure considered necessary for the endowment of a university, it is urged against the scheme that Hamburg is not a suitable place for academic studies; it lacks the peace and quietude to the scholar, and being a large and wealthy seaport town, throws too many distractions and temptations into the way of the young; moreover, living is very expensive. Other arguments are not wanting, such, for instance, as the proximity of the universities of Kiel, Rostock, and Göttingen, which would seem to render a similar institution in Hamburg superfluous, particularly as it is desirable as a rule that young men on leaving school should not remain at home, but should continue their studies amidst new surroundings, in order to enlarge their ideas and widen their mental horizon. The opponents to the plan maintain that what is really required is a Commercial High School like those established in Cologne and Leipzig a few years ago, which, in the short time they have been in existence, have attained such signal success. The vast commerce and growing industries of Hamburg, they assert, would permit of theory being illustrated by practice at every step. Commerce has now become a science, and the elementary education which sufficed for former generations no longer answers the requirements of the age, where the knottiest and nicest points of international law and political economy, &c., have frequently to be dealt with.

Strange to say, there are still some few who hold that the ordinary term of apprenticeship in a merchant's office, a few lessons in languages, and a certain number of years spent abroad, are of more practical value to a young man than the theoretical knowledge to be acquired from learned professors. They will not understand that practice and theory must work hand in hand in order to ensure success. People in England have found this out to their cost!

The papers are once more triumphant over a record-breaking passage of one of the steamers of the Hamburg-American Line, the *Deutschland*, this vessel having performed the voyage from Cherbourg to New York in 5 days 11 min. and 54 sec. One would suppose that such feats, although costly in the way of fuel, &c., must pay in the end by raising the reputation of the company, or they would not be continued in. This line is always to the fore; they have lately established a regular monthly service between this port and Havanna and Vera Cruz, and our Minister in Cuba has in one of his reports expressed his deep regret that British ship-owners should have again been forestalled. It must be admitted that the spirit of enterprise is not lacking here; one hears of some now venturing nearly every day. It is now stated that the *De Freitas* line are about to open a direct line to Tunis, and in fact their steamer the *Byzans* is already authorized to leave for that port on October 29th.

It appears that the Sugar Refiners' Trust alluded to in my last is not destined to become a permanent institution. The proposed syndicate of the raw sugar mills being likely to fall through, owing to the refusal of about 25 per cent. of them to join, the Committee have informed the Refiners' Trust that they hope they will not extend their operations beyond the month of February next, and that they (the mills) are determined to oppose the enhancement of prices by artificial means.

The Cotton Corner seems to have come to an end in spite of the unprecedentedly small movement of the new crop in the States, and lighter stocks than have ever been known, at least since the American war, in the cotton markets of the world. Speculators everywhere are restricting their purchases as much as possible until more abundant supplies, offering a better selection, shall come in, whilst the attention of speculators is turned to the new crop. Everybody is, as it were, sitting on the fence awaiting further developments. The Egyptian bubble burst last week, the price of spots Sept. "futures" dropping about 3d. per pound in as many days. The chief operators not being able to carry it on any

longer, stopped payment, in consequence of which their entire holdings were thrown on the market. This has engendered a feeling of distrust in other circles as well, and futures have declined sharply in Liverpool under the apprehension of further embarrassments there. Whether the end of the month will see a revival depends upon the extent of the short interest still open.

The corner and the gigantic deals and manipulations of the American operators have led to a renewed outcry against the futures markets. I learn from the papers that both in the States and in European countries a movement is being set on foot to obtain a prohibition of business in futures. But though the abuse of the system such as has been witnessed this year deserves the most severe condemnation, I fail to see how the enormous crops of cotton, corn, and other produce we have to deal with can be moved without the co-operation of a futures market.

I must not conclude without a few words on the principal political event of the fortnight, Mr. Chamberlain's resignation, preceded by Mr. Balfour's pamphlet, and followed by the publication of the correspondence that passed between the Colonial Secretary and his chief. The German papers discuss the subject in a very matter-of-fact way, and show little or no animosity to the man they so often reviled during the war in South Africa. The general consensus of opinion seems to be that by retiring Mr. Chamberlain has saved the administration, for it is clear that he has only withdrawn a new point, *minus* water when the time comes. Opinions differ as to whether he will eventually be able to convert the British people to his views, but few believe that if he does it will be to the advantage of the Empire, as the Colonies have so far shown very little disposition to consult any but their own immediate interests in the matter, and are too jealous of their privileges as self-governing communities to submit to any interference on the part of the Imperial Government, which a closer union, such as Mr. Chamberlain aims at, would at times render inevitable.

As far as Germany is concerned, it is not believed that a change in the fiscal policy of Great Britain will seriously affect the commercial relations between the two countries.

TEN YEARS' GROWTH OF U.S. COMMERCE.

The contrast between the extent and volume of our commerce in 1903 and that of 1893 is illustrated by some figures just presented by the Department of Commerce and Labor, through its Bureau of Statistics. These figures show the divisions of the world in 1893 and in 1903, and thus show at a glance the growth during the period so covered. They show that imports have grown from \$66 millions to \$1,225 millions, an increase of 159 millions, and that exports have grown from \$47 millions to \$1,420 millions, an increase of \$73 millions. They show that 92 millions of the increase in imports came from Europe, 55 millions from Asia, and about 5 millions each from North America, South America, and Africa. The figures for Oceania show a proportionately falling off of about 5 millions, but this is due to the fact that the merchandise brought from Hawaii is no longer classed as imports, Hawaii being now a territory of the United States. If this were in the figures of imports in 1903 it would show a growth of imports from Oceania of about 20 millions.

On the export side the showing is equally interesting. Of the 573 millions of increase, 367 millions went to Europe, 94 millions to North America, 41 millions to Asia, 13 millions to Africa, 20 millions to Oceania, and 8 millions to South America. The increase to Oceania would be about 36 millions, the increase to Europe would be about 36 millions. In case those to Porto Rico were included, the increase to North America would be over 100 millions.

Even more interesting is a little table which shows the gain in exports to each of the principal countries of the world. This table includes only ten countries, yet to these were sent 1,156 million dollars' worth of the total exports of 1903, leaving only 261 millions sent to all the other countries. The ten countries standing in the order of the magnitude of the exports to them, are United Kingdom, Germany, France, Netherlands, Belgium, Canada, Mexico, China, Japan, and Australia. To Germany the exports show a growth of 110 millions from 1893 to 1903; to the United Kingdom, 103 millions; to Canada, 77 millions; to Netherlands, 41 millions; France, 31 millions; Mexico, 22 millions; Australia, 22 millions; Belgium, 21 millions; Japan, 17 millions; China, 15 millions, and to all other countries 112 millions.

The tables are as follows:—

Imports into the United States from grand divisions, 1893 and 1903, year ending June 30.	1893.	1903.
Europe	\$458,450,093	\$550,056,518
N. America	183,732,712	188,927,569
S. America	102,297,815	107,413,030
Asia	90,098,353	145,819,411
Oceania	26,056,887	21,044,361
Africa	5,857,032	12,499,619
Total	\$866,490,992	1,025,751,538

Exports from the United States to grand divisions, 1893 and 1903, year ending June 30.

	1893.	1903.
Europe	\$61,976,710	\$1,029,587,738
North America	119,381,889	215,440,951
South America	32,309,077	41,114,601
Asia	16,792,066	57,554,467
Oceania	11,274,330	37,408,036
Africa	5,196,435	38,433,131
Total	\$847,665,194	1,420,138,014

Exports from the United States to ten principal countries, 1893 and 1903, year ending June 30.

	1893.	1903.
United Kingdom	\$421,131,551	\$524,691,038
Germany	83,578,938	183,455,493
France	46,019,138	77,545,436
Netherlands	38,505,103	78,745,419
Belgium	26,740,434	47,073,160
Canada	46,794,331	123,473,416
Mexico	19,688,624	42,227,736
China	3,900,457	18,603,339
Japan	3,195,494	20,924,832
Australia	7,921,228	32,748,590
All other countries	149,736,746	261,032,553
Total	\$847,665,194	1,420,138,014

NAVAL GUNNERY AT LADYSMITH.

"One who knows" writes thus to the editor of the *Daily Chronicle*:—

SIR,—Captain Lambton, through no fault of his own, was short of ammunition. Both he and Captain Scott wanted 1,000 rounds per gun sent up. The Admiral limited it to 300; he could get no more, for, owing to the awful tangle made by General White and his staff on the Monday, when Captain Lambton arrived, the door was shut, and no more ammunition could be obtained. In Ladysmith the arrangements were so bad that all information got to the Boers. One secret only was preserved—that the big guns were short of ammunition. For 119 days Captain Lambton bore the brunt of abuse for not firing his guns more often than let it get to the Boers that he had no ammunition. Captain Lambton's guns, as admitted by General White, saved Ladysmith, for they prevented the Boers from bringing their guns into a range at which they could have made good practice. The Boers knew perfectly well that the British Army had no long-range guns; they knew that they had only 15-pounders, with a range of some 4,000 yards. Lambton arrived with four long naval 12-pounders, which had a range almost equal to the Boer big guns, and two 4.7 guns, which about equalled any gun that the Boers had in the field in range, and were of higher velocity than the Long Toms. The moment the Boers found that General White had these guns they were done for, as they could not advance their guns close enough to make good practice. They were compelled to keep them at long range, which meant the saving of Ladysmith. The two 4.7 guns of Captain Lambton had a moral effect as regards their firing. At the long range that they were used at variation of atmosphere and temperature played an important part as regards the cordite. Many ranging shots are required to hit a gun at 7,500 yards. Captain Lambton had none to spare of this ammunition. He was obliged to husband what he had, and reserve it for the time when the Ladysmith army should come out and assist General Buller. General Hunter, being an infantry soldier, probably knew nothing about the capabilities or uses of artillery. The army were in a tight corner. They did not see (but a naval officer did) that there were every chance of their being beleaguered in Kimberley and Ladysmith, and that they had no long-range guns to defend themselves with against the guns that the Boers, with their base open, could bring against them. The urgent telegram from Sir George White asking for naval guns arrived on October 2. At five p.m. on the 26th Captain Lambton shipped the guns, for which Captain Scott had prepared mountings at Simons Bay, and on the morning of the 30th was at Ladysmith. He arrived to find muzzles on all sides—on the left, at Nicholson's Nek, where the Gloucestershires were "captured," and on almost equally serious condition on the right, to which publicity could not be given, owing to the fact that the door to Ladysmith was closed for 119 days. Out of the train the sailors came, and went into the general muddle with no one to guide them; but their long-range 12-pounders told the Boers they were there. They fought well, and their doings are the only creditable performance in connection with that deplorable Monday. It was a naval officer who provided means both outside Ladysmith and Kimberley for communication by flashing a searchlight mounted on a railway truck. It was a naval officer who, by providing General Buller with long range guns, assisted in releasing General Hunter from his imprisonment. That naval officer received no reward from the Army. It is ungenerous of General Hunter to attack the Services which did so much for the Army in South Africa.

The Commander-in-Chief at the Academy, General Hunter, and General Buller have all been loud in their praise of what the Naval Brigade did. General Hunter was Chief of the Staff in Ladysmith. Waggon Hill and Caesar's Camp were practically the key of the position. It was well known that they were not properly defended. It was also well known that Captain Lambton had frequently pointed out the fact. His prognostications were true. Caesar's Camp and Waggon Hill were seized by the Boers, and it was only heavy rain and a gallant charge of the Devons that regained the key of the position which had been lost by want of forethought and provision. Possibly this accident, which reflected upon General Hunter, as Captain Lambton had forewarned him of it, gave rise to the bitter and personal manner in which he has attacked the Naval Brigade. Captain Lambton received a plain C.B. for his services; General Hunter was made General and received a K.C.B. Captain Lambton in proper sailor-like language has said that General Hunter's statements are untrue, and very properly, in the interest of the Navy, demanded an apology, which Lord Roberts can hardly refuse. The plain C.B. which Lord Roberts awarded to Captain Lambton and Captain Scott has never been mentioned at by the Naval Service, as they are quite accustomed to such treatment when they assist the Army, but to have such an abusive statement couched in the language used circulated to the public is a matter which the country should take up. Captain Lambton has only demanded an apology, which will be given, and then the Navy will drop the question, for they can laugh at such things. The whole report of the War Commission is so shocking, that the Navy need pay "but little" heed to the expressions of opinion of an officer jealous of the Service that prevented him from being awarded a prisoner of Pretoria.

The Blue-book on the Royal Commission on the War is published to the country, and it points out faults everywhere in the Army, the Parliamentary chief of the Army being the chief offender. The only attack on the Navy is that of General Hunter. What did the Navy do towards the war? The Navy provided guns; Captain Percy Scott was appointed commandant of Durban; the Navy introduced to the Army the use of eyes; the naval officers left their swords behind and carried a telescope instead; the Navy, when in the field, donned the same uniform as their men; the Army followed their example. The Army lost guns by the battery; no naval 12-pounder was ever taken "by the enemy"; no 4.7, while worked by the sailors, was ever taken by the enemy, but, when turned over to the Army they lost one. Pretoria housed 5,000 soldiers as prisoners and two sailors who were in the unarmoured train at Chieveley. The sending up of this train was a military blunder.

In the annals of the war the attack made by the Naval Brigade at Graspan will, through history, stand out as one of the bright episodes of the Boer war. They stood their ground with a loss which was never met with before or after that battle. Still, General Hunter attempts, in language, unbecoming the character of an officer and a gentleman, to belittle their services. Captain Lambton has taken the course so characteristic of our unfettered naval officers—he has stated that General Hunter's assertions are untrue, and has demanded an apology. Among those who were in Ladysmith, Captain Lambton alone remains the only officer who received a C.B.

PLEASANT FOR JOURNALISTS. The *Daily Chronicle's* special correspondent writes as follows from Monastir concerning Turkish feeling against the Press:— It is extremely difficult to obtain full details of what is going on in the villages, and the authorities have absolutely forbidden all Europeans to go outside the town, except to one or two places in the immediate neighbourhood where no devastation has been committed. I had arranged the other day to visit the villages of Enfi and Bitrus, on the Florina road, which had been burnt and some of their inhabitants slaughtered a few days ago. Permission was granted to me in the evening, and revoked the following morning. The excuse given was that the authorities (who had assured me that order was almost completely re-established) could not be responsible for my safety, as the bands were about and had threatened to murder any journalists they could find. The real reason is, of course, that the authorities themselves do not wish anyone to see the traces of the work they have been carrying on, and this supposed Bulgarian threat, which is officially notified to every correspondent who comes to Monastir, is in fact neither more nor less than a Turkish threat. The feeling against the Press in Government quarters is very strong, and wherever a European visits Himi Pasha, the latter, always makes a point of complaining of the "atrocious libels" against Turkey published by foreign newspapers. He does not, however, seem to appreciate the suggestion that if the statements complained of are libels the best way of refuting them is to allow Europeans free access to the districts said to have been devastated.

A QUESTIONABLE METAPHOR. Sir Archibald Hunter pleads guilty to having told the truth in an offensive way, and, as in a French duel, honour is satisfied. Such a holy regard for the proprieties is ludicrous. The public is not concerned a little bit with as to whether General Hunter was "within the courtesies" in his criticism of the Naval shooting at Ladysmith; the point is—was it the truth? Could a school-girl have made better practice, to stick to the metaphor which roused the Hon. Hedworth Lambton's ire? The Army representative adheres to his opinion, but regrets that he couched it in language which everybody could understand. It reminds us of the apology offered by the man who, when charged with calling another a ———, agreed to withdraw the adjective. The war in South Africa destroyed many illusions that have clung to British arms since before the days of Nelson and Wellington. But amid "regrettable incidents," white flags, incompetency of officers, and all the rest of it, everybody believed that the Naval guns saved Ladysmith, and that the "lucky man" at least was beyond reproach. Sir Archibald Hunter is undoubtedly within his rights in retaining his opinion of the shooting of the Naval Brigade, but it would have been charitable to have kept it to himself and not to have shattered our remaining idol!—*Times of Ceylon.*

PUBLICATIONS RECEIVED.

Jimmy. By JOHN STRANGE WINTER. London: George Bell & Sons. Indian and Colonial Library.

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East of Asia. Vol. II. No. 3. Shanghai: North China Herald Office.

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AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"ANTENOR,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 23rd inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 23rd inst. will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognized.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th October, 1903. [10-12]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

S.S. "CHINGWU,"
FROM SAN FRANCISCO, KOBE AND MOIJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by the company.

J. S. VAN BUREN,
Superintendent.
Hongkong, 26th October, 1903. [2979]

NEW ADVERTISEMENTS

NOTICE.

MR. AHMED RAHIM being about to proceed to Bombay, Mr. SOOMAR-BHOY MAWJEE assumes charge of my business from this date, and is authorised to sign the firm in Hongkong, China and Japan.

E. PABANEY.
Hongkong, 27th October, 1903. [2982]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
on
THURSDAY,
the 29th October, 1903, at 2.30 P.M., at his SALES ROOMS, Queen's Road,
AN ASSORTMENT OF
JAPANESE CURIOS, SILKS,
EMBROIDERIES, &c.,
Comprising—
SATSUMA, KANGA, SILVER
CLOISONNE, BRONZES, TEA SETS,
VASES and ORNAMENTS, IVORY
CARVINGS,
CUT VELVET PICTURES, CARPETS
and RUGS, FOLDING SCREENS;
&c., &c.

TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 27th October, 1903. [2987]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CATHERINE APCAR,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 29th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by the Undersigned.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 26th October, 1903. [2986]

AUCTIONS

PUBLIC AUCTION.

IN BANKRUPTCY.

RE THE TACK-LEE FIRM,
BY ORDER OF THE OFFICIAL RECEIVER
AND TRUSTEE,
THE Undersigned has received instructions to Sell by Public Auction,
on
MONDAY,
the 2nd November, 1903, at 3 P.M., at
LAI ON'S GO-DOWN No. 356, West Point,
THE FOLLOWING QUANTITY OF
ASSORTED MATTINGS,
Comprising—
462 Rolls 70 to 75 lbs. weight per roll,
40 yards long by 1 yard wide,
83 Rolls 20 yards long by 1 yard wide,
Pin Fa Matting,
126 Rolls 35 yards long by 1 yard wide,
Pin Fa Matting,
23 Rolls 40 yards long by 1 yard wide,
Ngan Ko Coloured Matting,
2 Rolls 40 yards long by 1 yard wide,
Hop Fa Coloured Matting,
2 Rolls 40 yards long by 1 yard wide,
Cheung Kai Coloured Matting,
20 Rolls 40 yards long by 1 yard wide,
Cheung Kai Coloured Matting (superior quality),
8 Rolls 40 yards long by 1 yard wide,
Cheung Kai Coloured Matting,
28 Rolls 40 yards long by 1 yard wide,
Cheung Kai Coloured Matting,
27 Rolls 40 yards long by 2 yards wide,
Cheung Kai Coloured Matting,
137 Rolls 40 yards long by 2 yards wide,
Tang Cheung Matting,
30 Rolls 40 yards long by 2 yards wide,
Cheung Kai Matting (superior quality),
956 Rolls,
Terms—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 26th October, 1903. [2968]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN EXERCISE will be carried out from the West end of Stonecutters' Island on the undermentioned dates at Barrel Targets in a Westerly direction, to the South of Cheung Kuei Island—
October 30th, at 6 A.M. October 31st, at 3.30 P.M.
By Command,
F. H. MAY,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 26th October, 1903. [2977]

FOR SALE.

THE NEW "SUN" No. 2
ANTI-RIBBON VISI LE
TYPEWRITER.

IT is a type-lever Machine, has Anti-Ribbon Inking Mechanism which costs one-tenth the cost of a ribbon, has universal keyboard of 27 keys, and writes altogether 81 characters. It takes in paper 8 1/2 inches and writes a line of 71 inches. It measures 8 1/2 by 12 by 11 inches and weighs 13 pounds unpacked.

Beautiful work up; roaching Print, which is impossible with a Ribbon.

A small consignment of above Machines having just arrived, are offered for Sale at \$135 net.

Easy term of small monthly payments on hire system accepted, on orders only, from scholars and other approved applicants wishing to acquire a machine for learning preparatory to clerkship or otherwise.

Circular and Particulars to be had on application.

THE CENTRAL PRINTING OFFICE,
No. 2 Copeland Terrace,
(Below CAIRN ROAD at the head of
ANDREWS STREET).
Sole Agents for Hongkong & China.
Hongkong, 22nd October, 1903. [2952]

INTIMATIONS

(ABBREVIATED) PROSPECTUS

THE HONGKONG BREWERY COMPANY, LIMITED.

(Incorporated under the Companies Ordinance Hongkong 1863 to 1899, whereby the liability of a shareholder is limited to the amount of his shares.)

CAPITAL:
Hongkong Currency \$250,000, divided into 2500 shares of \$100 each, payable as follows:—
\$50 on application
\$25 on allotment
\$12.50 on 1st May, 1904, and
\$12.50 on 1st Dec. 1904

MANAGERS:
Messrs. PAUL LEMAITRE & Co., of No. 15 Queen's Road Central, Victoria, Hongkong.

CONSULTATIVE COMMITTEE:
WILLIAM CHARLES JACK, Esq., Hongkong.
ALBERT DENISON, Esq., Hongkong.
FRANCIS PAGET HETT, Esq., Hongkong.

BANKERS:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITOR:
G. K. H. BRITTON, Esq., Nos. 39 and 41 Des Voeux Road, Hongkong.

AUDITOR:
A. R. LOWE, Esq., Chartered Accountant, Hongkong.

REGISTERED OFFICE:
No. 15, Queen's Road Central, Hongkong.

The Company has been formed for the purpose of acquiring land in the Colony of Hongkong, together with the messuage erections and buildings thereon known as the Metropole Hotel, and of erecting thereon additional buildings convenient for the purpose of a Brewery, and to manage, maintain, and carry on the said Brewery and buildings when erected and constructed.

The Buildings now standing on the land intended to be purchased are suitable with some alterations for the purpose of a Brewery.

On the land intended to be purchased is a supply of water in sufficient quantities for the requirements of the brewery and very suitable for brewing purposes, as shown by the analysis of Mr. F. Browne, Government Analyst at Hongkong, which analysis can be inspected at the registered office of the Company.

After carefully going into the question of the proposed Brewery, Mr. E. A. Meurer, the Manager of Messrs. P. Lemaire & Co., is confident that with a brewing of 500,000 gallons only a year a dividend of 15 per cent. at the lowest will be payable on the capital of the Company.

No complete statistics are available showing the quantities of European and Japanese Beer imported into Hongkong and China, but there is no doubt that the demand for beer is increasing; this the following figures will show—
Japanese Beer imported into China.
1893 gallons 179,280
1900 " 495,000
1901 " 732,600

During the last three years the Japan Brewery Company and the Yebisu Brewery, which are the two largest Breweries in Japan, have paid the following dividends:—
Japan Brewery Yebisu Brewery
1899/1900 25% 27 1/2%
1900/1901 15% 27 1/2%
1901/1902 30% 25%

It is the intention of the management, as a beginning to supply the local markets, and it is anticipated that there will be a demand from this garrison at Hongkong and from the various merchant ships which call at Hongkong.

The prices for the purchase of the land and buildings thereon intended to be purchased is \$80,000, and it is estimated that the cost of erecting the additional buildings necessary for the Company and for the erection of the plant, &c., will not exceed the sum of \$90,000.

It is believed that the brewery premises will be completed by the month of March 1904, and that the Brewery will be in full working order by the month of April, 1904.

Copies of the Memorandum and Articles of Association of the Company, and of any contracts and the report above mentioned, may be inspected at the registered office of the Company.

Forms of application for shares may be obtained from the Company's Managers and Bankers.

Applications for shares should be forwarded to the Hongkong and Shanghai Banking Corporation, the Bankers of the Company, Hongkong, from whom copies of the Prospectus may be obtained.

Copies of the Prospectus and further information may also be obtained from the Managers, Messrs. P. LEMAITRE & Co., Hongkong.

Hongkong, 21st October, 1903. [2982]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS OF the above Club will be held in the CITY HALL on MONDAY, 2ND NOVEMBER, at 4 P.M.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 16th October, 1903. [2905]

DANCING.

PLEASE NOTE.

MRS. DONALDSON (Daughter of Professor F. F. WALLACE, of Home-mountain Dancing Academy, Glasgow), begs to inform the residents of Hongkong and district that her Classes are now forming in the CITY HALL, and beginners who wish to be able to dance this season in time for the Scotch Ball should enrol at once.

BEGINNERS' CLASS.
Twice weekly ... \$10 a month.

ADVANCED CLASS.
Once a week ... \$7 a month.

CHILDREN'S CLASS.
Once a week ... \$4 a month.

PRIVATE CLASSES or PUPILS as may be arranged.

Pupils enrolled at the Robinson Piano Co., Ltd., Hongkong, 15th October 1903. [2988]

KOWLOON ROTISSERIE.

NO. 31, ELGIN ROAD, Kowloon (Two doors next to Kowloon Hotel).
Meals à la Carte, Steaks, Chops, &c., &c., at any time between 7 a.m. and 10.30 p.m. Monthly terms on application.

Hongkong, 6th October, 1903. [2763]

INTIMATIONS

THE CANTON-HONGKONG ICE AND COLD STORAGE CO., LD.

CAPITAL ... \$700,000.00
70,000 Shares, ... \$10 Each.

OFFICERS.—PRESIDENT:
Hon. RUSSELL COLERIDGE, Canton, China.

VICE PRESIDENT:
MR. CHAN A. FOOK, Hongkong.

TREASURERS (Pro Tem):
MR. LAI TAI YU, Canton and Hongkong.
MR. TSENG YUT KAI, Canton & Hongkong.

SECRETARY:
MR. CHAN A. TAI, Hongkong.

BANKERS:
THE GUARANTY TRUST CO.—Hongkong and New York.

DIRECTORS:
Hon. RUSSELL COLERIDGE, U.S. Vice-Consul General, Canton, China.
MR. CHAN A. FOOK, Merchant, Hongkong.
MR. GEORGE A. WATKINS, Chemist, do.
MR. TSENG YUT KAI, Silk Merchant, do.
MR. LAI TAI YU, Merchant, Canton.
MR. CHAU YIT SAI, Capitalist, Hongkong and Canton.

MR. CHAU FUNG SANG, Capitalist, Hongkong.
MR. KWONG KUT WOON, Capitalist, Canton.
MR. LU KOW, Capitalist, Macao.

OFFICES:
(WATKINS BUILDING), Queen's Road Central, Hongkong.

The object of this enterprise is the establishing of two factories for the manufacture of Ice, one in Hongkong, and one in Canton.

The former city, one of the largest shipping ports in the world, is supplied with ice by one plant, which supplies the inhabitants of Hongkong, the coast ports, the shipping in the Harbour, and the cities of Kowloon and Canton as well.

Owing to the increasing demand for Ice our plant, which is of the most modern American Machinery, will manufacture ice far more economically than can be done by any plant now in China or the East.

In Canton, which is the third largest city in the world, all the ice is purchased in Hongkong and delivered by River Steamers daily, and sells from two to three cents per pound. In addition to the European population a large number of the better class of Chinese will purchase ice; besides the immense number of Ocean Steamers which are constantly in this port would, we know, tax this plant to its utmost capacity.

In addition to the Ice plant in Canton, we have added a Distilling Apparatus for making pure water, as it is impossible to drink the water taken from the river, and the entire European population buy drinking water, which is also brought from Hongkong by steamer. We will derive an additional income from this source. Furthermore we propose to erect Cold Storage Warehouses at both points, where meats, fruits, etc., may be kept, there being nothing of the kind in Canton at present, and a great demand for one. As the cost of operating this would be small, the profits are certain to be very large.

In Canton we have an absolute monopoly as we manufacture on the spot, and furthermore, the Canton plant will supply its share of steamers, as well as selling to the adjacent towns of Pa Tai, Ho Nam, Fat Shan, San Shui, Wu Chow, and other towns on the West River (Macao will be supplied from our Hongkong plant).

It should be remembered that the Canton, Hankow Railway is pushing its line rapidly and this opens another avenue for the disposition of the product of the Canton Plant.

We do not deem it necessary to go into lengthy details on the merits of this enterprise, for we are confident the investor will readily see the advantages of the enterprise and the constantly increasing demand.

The Directors of this Company are composed of representative business men, both at Hongkong and Canton, who, we know, would not lend their names to any non-meritorious enterprise, and the connection of these men with this Company is a guarantee of a safe investment to the purchaser of our shares.

At the present selling price, if our Company only manufactured 30 tons of ice per day between the two plants, there will be a large profit to the Company.

Our machinery is of the latest and most economical type, and sufficient contracts are in hand now to guarantee our dividends.

A large portion of the stock has been subscribed, and the remainder is offered at par.

Shares may be obtained from the Guaranty Trust Co., of New York, the Company Bankers; or from the Secretary, or Messrs. Tseng Yut Kai and Lai Tai Yu, Canton or Hongkong.

For further particulars, apply to the Secretary.
Hongkong, 10th September, 1903. [2910]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. RYNNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [2166]

BANK

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL—Shanghai Tls. 5,000,000
PAID-UP CAPITAL ... 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:
Canton, Hankow, Peking, Tientsin, Shanghai, Singapore.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS:
At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposits for 3 months.
4% " " " " 6 " " "
5% " " " " 12 " " "
E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [23]

BANKS

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID-UP CAPITAL ... U.S. \$2,000,000 Gold
SURPLUS AND UNDIVIDED PROFITS ... \$1,180,000

HEAD OFFICE—NEW YORK.

LONDON OFFICE—83 & 85, Lombard St., E.C. F. C. BISHOP, Manager, Eastern Department.

LONDON BANKERS—FAIRBANKS, Ld.

HONGKONG OFFICE—4, DES VOEUX ROAD. General Banking and Exchange business transacted.

INTEREST allowed at Current Rates.
E. F. GHOS, Acting Manager.
Hongkong, 1st December, 1902. [2760]

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... 18,000,000
CAPITAL UNCALLED ... 6,000,000
RESERVE FUND ... 9,210,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Hankow, Peking, Shanghai, Tientsin, Newchwang.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per annum.
" " " " 6 " " " 4% " "
" " " " 3 " " " 3% " "
TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [820]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL ... \$1,000,000
PAID-UP CAPITAL ... \$124,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS:
CHAN KIT SHAN, Esq., J. S. HANSON, Esq., CHOW TUNG SHANG, Esq., J. LAUREN, Esq., Chief Manager, GEO. W. F. FLAXFAR.

Interest for 12 Months Fixed ... 5%
Hongkong, 12th May, 1903. [21]

HONGKONG SAVING BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT

THE ROBINSON PIANO COMPANY, LIMITED

NOTE.

ENTIRELY
NEW STOCK
ARRIVING.

SPECIALY AND MOST CAREFULLY

CHOSEN BY OUR

M. ROBINSON,

NOW IN EUROPE.

REAT

REDUCTIONS

in our present stock of Pianos and Musical Goods.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES:

PRICE FROM \$450 UP.

PATTI ENDORSE THE APOLLO.

Adeline Patti (Baroness Couders) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903. [2494]

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

LUTGENS, EINSTAMANN & CO.,

Sole Agents for China.

Hongkong, 1st July, 1903. 8900

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY and DRESSMAKING.

CONNAUGHT HOTEL, Rooms 4 and 5. [2545]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS AND CROCKERY

WARE, &c., &c., and FOOCHOW

LAOQUEUED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [26]

INSURANCES

NORTHERN ASSURANCE CO.

FIRE and LIFE

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903. [2673]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902. £14,379,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 887,500 0 0

II. FUND... 2,867,215 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1903. [1889]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ & JACOB & CO., Agents.

Hongkong, 2nd April, 1900. [12]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [1113]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security... £225,718

Total Losses Paid... £26,769,240

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.

Hongkong, 18th May, 1903. [1449]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 18th May, 1892. [21]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFLAIR & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1897. [125]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 29th May 1895. [72]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOTZ & JACOB & CO., Agents.

Hongkong, 30th July, 1903. [2160]

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.

THE Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO., Agents.

Hongkong, 3rd August, 1903. [2185]

DEUTSCHE WEINGESSELLSCHAFT DUKE & CO., COELN.

STOCK ON HAND OF

AHRLEICHART, a red Ahr Wine at \$18.50

GRÄCHEL, Moselle... at \$16.50

LAUBENHEIMER, Hock... at \$15.00

All per Case of 24 Quarts.

Price reductions for larger orders.

GROSSMANN & CO., Agents.

Hongkong, 16th October, 1902. [2387]

SCIENTIFIC MISCELLANY.

VANISHED EUROPEANS—A HANDY FURNACE—

HAIR-PREVENTION IN FRANCE—POWELLIZED

WOOD—HEIGHT OF SEA DRESSER—AN IMPROVED

ABRASIVE—HAY-FEVER TOXIN—SWIMMING LEAVES—A NEW SKIN INFECTION.

Pigmies seem to have existed in Europe until quite modern times, although the race is now known only in the central part of Africa.

A German ethnologist, G. Thilenius, finds that some skeletons—exhumed near Breslau, in Silesia, show an average height of only 4 feet 9 inches, and Swiss remains described by Kollman were but 4 feet 6 inches in average height.

Even smaller were the remains recorded by Gutmann from Lower Alsace, near Colmar, some specimens measuring not more than 4 feet. These pigmies were well-formed and fully developed, and it appears that those of Silesia must have lived as recently as 1000 A.D.

Not least in importance among recent apparatus is the oxygen-acetylene blowpipe. As a source of high temperatures, it is much less expensive and more convenient than the electric furnace, and it yields greater heat than the oxy-hydrogen blowpipe—from which it differs only in the use of acetylene instead of hydrogen, with no difficulty in obtaining the combustible gas. It can give a temperature of more than 4000 deg. C., fusing any of the ordinary metals, while the highest limit of the oxy-hydrogen blowpipe is about 3000 deg.

The time-honoured faith of French vine-growers in cannon-firing as a means of resolving hail into rain has been brought into discredit by recent experience. They still cling to their remedy, however, although it has been shown that the vortex rings of gas or smoke from the guns used cannot reach higher than 450 feet, while the hail clouds are about 1200 feet high. Dr. Tidal is making new experiments with a gun throwing rings to a height of 1500 feet.

Recruits for the British Army show that the working people are becoming smaller, lighter, and more narrow-chested.

Filling the pores with sugar has somewhat surprising effects upon wood. The process, as devised by W. Powell of Liverpool, consists in immersing the wood in heated sugar solution for some hours, the time varying with the wood, and then driving off all moisture in an oven. No previous seasoning is necessary. The sugary fibre is converted into a compact lignaceous substance, and it requires greatly increased durability and strength, with resistance to changes of temperature and moisture, and even to fire. A special advantage is that the softer and cheaper—and even defective—woods can be made to serve many purposes in place of expensive hardwoods. The sugar does not dissolve out, and it does not promote fermentation and the growth of destructive organisms, but it produces some remarkable chemical or physical transformations in a manner not yet understood.

The breeze that daily sweeps landward from the ocean has only a moderate height. A British meteorologist notes that very few measurements have been made, but that a captive balloon used at Coney Island some years ago passed from the cool inward current to the warm outward one at a height of 500 to 800 feet, and that at Toulon, in 1893, the sea breeze was found up to about 1,300 feet, the off-shore current being distinct at 1,900 to 2,000 feet. Last year, on the west coast of Scotland, Dines found that kites would not rise above 1,500 feet on sunny afternoons, when the on-shore breeze was blowing.

Pumice-stone, which is the common abrasive for soft materials, varies much in grain and hardness. An artificial pumice-stone is now made from ground sandstone and clay by Schumacher, at Bietigheim, in the valley of the Enz, and is being used in place of the volcanic product. In ten reliable grades of grain and

hardness it is adapted for varied work in leather, wax-cloth, felt, wood, metal, and stone.

A study of bird migration from the Kentish Knock Lightship, at the mouth of the Thames, 21 miles from land, has been undertaken by W. Eagle Clarke, of Edinburgh.

Applying rye-pollon to the nostrils. Professor Danbar, of Hamburg, Germany, has produced symptoms of hay fever in persons liable to the malady, obtaining no effect in persons who were immune. Further experiment indicated that the hay fever poison is a soluble toxin contained in the starch of the pollen of the grasses. Hypodermic injections of the pollen produced hay fever symptoms in fifteen minutes, which increased for four hours, with violent swelling about the puncture on the forearm. In an immune the injection caused simply a slight swelling. Finally rabbits were injected, and after several weeks yielded a serum that could neutralise the toxin.

French botanists have been amusing themselves by causing leaves to swim about in water in a very mysterious and animal-like way. The Peruvian or false pear tree (*Schinus molle*) is a tree much grown in France, and a pigeon broken from one of its leaves and thrown upon the water soon began to glide over the surface. The propelling force is the essential oil issuing from the break. The phenomenon is shown even more strikingly by *Pittosporum Tobia*, a pretty Chinese shrub, and M. Lequet mentions his delight at seeing these leaf fragments glide about like water-bugs or spiders, turning to and fro, pirouetting, and making continual circuits. To ensure success, the water-surface must be free from oil.

A new English epidemic is characterised by intolerable itching and the presence beneath the skin of nodular hardenings a little larger than mustard-seeds. The severe itching is increased by heat, cold or scratching. One Birmingham doctor thinks the infection is due to a parasite of milk and vegetables; another suggests that it is the "craw-craw" of West Africa!

The zebra, the cross between the zebra and the horse, has been under test in Germany, and is claimed to be less liable to disease than the mule, livelier, and better adapted to transport work.

GENTLEMEN'S BOOTS.

OUR STOCK OF HIGH-GRADE

BOOTS AND SHOES

IS NOW ABSOLUTELY REPLETE.

WE HOLD 30 DIFFERENT SHAPES AND STYLES.

STOCKED IN SIZES AND 1/2 SIZES.

THE BEST IS ALWAYS THE CHEAPEST.

W. M. POWELL, L.D.,

GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD.

441

TURKISH TROPHIES

CIGARETTES

MADE FROM THE CHOICEST TURKISH TOBACCO, ARE THE BEST. ASK

YOUR DEALER FOR THIS BRAND.

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NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE.

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWU.

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JARDINE, MATHESON & CO.

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

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AGENCY: Mr. S. NAKAYAMA, MOTOMACHI YOKOHAMA.

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[Code used: A 1 & A. B. C. 4th Ed.]

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kumamoto and Tenoura Coal Mines. Sole Agents for Kawanishi, Komatsugaura, Minami, Ikejiri and Kumagata Collieries.

Hongkong, 4th March, 1903. K. UYEMURA, Manager. [2409]

BEFORE GOING TO BED

USE

CALVERT'S

CARBOLIC

Tooth Powder

This unique antiseptic dentifrice is well-known by its pink color, pleasant taste, fragrant odour, and thorough efficiency.

P. C. CALVERT & Co., Manchester, Eng.

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DEALERS IN

JEWELLERY, DIAMONDS, PEARLS,

PRECIOUS STONES, SILKS, IVORY

WARES, EMBROIDERIES AND

PONGEE SILK.

Wholesale and Retail. Prices very moderate.

No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUPP & Co.).

Hongkong, 16th May, 1903. [2308]

VIEWS OF HONGKONG

ON

ILLUSTRATED POST CARDS

Coloured, Write-Away Cards, &c.

For Sale at GRACA & CO.'S Stall at

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Also

Used and Unused Foreign and Colonial

POSTAGE STAMPS

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Albums. Catalogues, Hinges, &c., &c., &c.

Inspection invited.

Hongkong, 12th June, 1903. [22873]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S SCHULZE'S, AMBERITE

AND KYNOC'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BOB.

and NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 19 to 888G. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 23rd November, 1902. [1]

BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

LOCOMOTIVE ENGINES

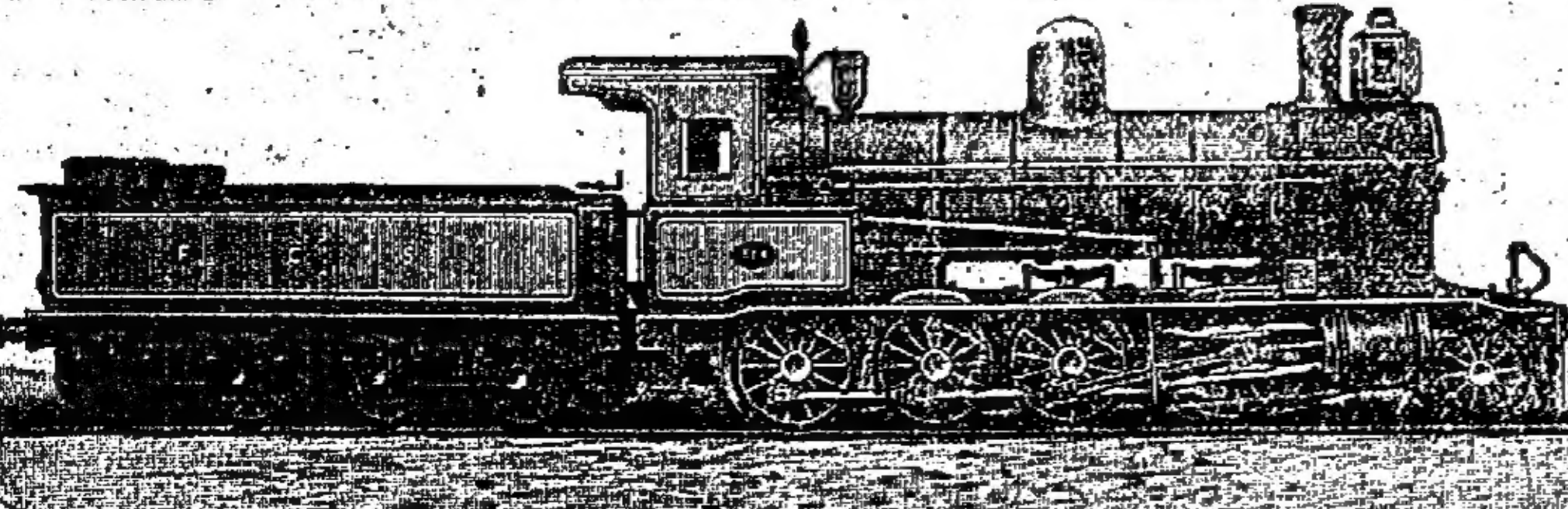
ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.

Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR LIFTING AND SHUNTING.

RACK RAIL LOCOMOTIVES, YARD ENGINES, &c.

WHEEL AND OTHER LATHES, MILLING MACHINES, DRILLS, PLANERS, SLOTS, &c.



EMERY GRINDING MACHINES A SPECIALITY.

ALL TOOLS ELECTRICALLY DRIVEN IF REQUIRED.

ALL PARTS OF THE ENGINES AND MACHINE TOOLS ARE MADE ACCURATELY TO STANDARD GAUGES.

COMPOUND ENGINES.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.

STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

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THE BEST IS ALWAYS THE CHEAPEST.

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GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD.

441

TURKISH TROPHIES

SHIPPING.

ARRIVALS.	
Oct. 25, GABA, Norwegian steamer, 625, M. Pedersen, Hongkong 21st October, Coal.	
Oct. 25, CATHERINE ALPAC, British str., 1,730, Sander, Wier & Co., General.	
Oct. 25, CATHERINE ALPAC, British str., 1,730, Sander, Wier & Co., General.	
Oct. 25, CATHERINE ALPAC, British str., 1,730, Sander, Wier & Co., General.	
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CLEARANCES	
At the Harbour Master's Office.	
Chongqing, British str., for Canton.	
Delphin, German str., for Amoy.	
Hongkong, British str., for Shanghai.	
Hongkong, British str., for Shanghai.	
Hongkong, British str., for Shanghai.	
Hongkong, British str., for Shanghai.	
Hongkong, British str., for Shanghai.	
Hongkong, British str., for Shanghai.	
Hongkong, British str., for Shanghai.	
Hongkong, British str., for Shanghai.	

DEPARTURES.	
25th October.	
Australian, British str., for Australia.	
26th October.	
Amphitrite, British str., for Mits. Bay.	
Anna, Norwegian str., for Vladivostok.	
Haitan, British str., for Swatow.	
Haitan, British str., for Swatow.	
Haitan, British str., for Swatow.	
Haitan, British str., for Swatow.	
Haitan, British str., for Swatow.	
Haitan, British str., for Swatow.	
Haitan, British str., for Swatow.	
Haitan, British str., for Swatow.	
Haitan, British str., for Swatow.	

VESSELS IN DOCK.	
26th October.	
Aberdeen Dock—U.S.S. Don Juan de Austria.	
Keel Dock—Lillo, U.S.A.T.	
Wright, Hercules, Tug, Thales, Channing.	
Dr. H. J. Kier, Paul Revere, Albatross.	
Cosmopolitan Dock—Tianan, Tug.	

VESSELS ON THE BERTH	
DOUGLAS STEAMSHIP COMPANY, LIMITED.	
FOR SWATOW, AMOY AND FOCHOW.	
THE Company's Steamship	
"HATTAN."	
Captain R. B. Smith, will be despatched for the above ports TO-MORROW, the 28th instant, at DAYLIGHT.	
For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers.	
Hongkong, 26th October, 1903.	[2975]

IMPERIAL GERMAN MAIL LINE.	
NORDDEUTSCHER LLOYD.	
HAMBURG-AMERIKA LINIE.	
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.	
THE Imperial German Mail Steamship	
"HAMBURG."	
Captain E. B. Smith, will be despatched for the above ports TO-MORROW, the 28th instant, at DAYLIGHT.	
For Freight or Passage, apply to MELCHERS & CO., Agents.	
Hongkong, 26th October, 1903.	[2975]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.	
FOR MANILA.	
THE Company's Steamship	
"LOONGSANG."	
Captain Weigall, will be despatched for the above ports TO-MORROW, the 28th instant, at 4 P.M.	
This Steamship has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.	
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.	
Hongkong, 26th October, 1903.	[2975]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.	
司公限有船輪華中	
FOR MOJI, KOBE, YOKOHAMA, MANZILLA, MEXICO, AND SAN FRANCISCO.	
THE Steamship	
"CHINGWU."	
Captain Parkinson, will be despatched for the above ports ON WEDNESDAY, the 28th instant, at 1 P.M.	
For Freight, apply to Company's Office, No. 20, Des Vaux Road.	
J. S. VAN BUREN, Superintendents.	
Hongkong, 10th October, 1903.	[2943]

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	S. Barcham	P. & O. S. N. Co.	About 30th inst.
LONDON & ANTWERP.	TANTALUS	Brit. str.		BUTTERFIELD & SWIRE	10th Nov.
LONDON & ANTWERP.	POLYPHEMUS	Brit. str.		BUTTERFIELD & SWIRE	24th Nov.
LONDON & ANTWERP.	ACHILLES	Brit. str.		BUTTERFIELD & SWIRE	15th Dec.
LIVERPOOL	CANADIA	Ger. str.	Wagner	HAMBURG-AMERICA LINE	14th Nov.
ANTWERP & HAMBURG	PAK LING	Jap. str.	J. B. MacMillan	BUTTERFIELD & SWIRE	To-day.
MARSEILLES, LONDON & ANTWERP	YAKASA MARU	Fr. str.	Solier	NIPPON YUSEN KAISHA	31st inst. Daylight.
MARSEILLES, LONDON &c., v. SPORE, &c.	NINGCHOW	Brit. str.		MESSAGERIES MARITIMES	31st Nov. at 1 P.M.
MARSEILLES & LIVERPOOL	HYSON	Brit. str.		BUTTERFIELD & SWIRE	15th Nov.
MARSEILLES, LONDON & ANTWERP	PROMETHEUS	Brit. str.		BUTTERFIELD & SWIRE	8th Dec.
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.		BUTTERFIELD & SWIRE	22nd Dec.
MARSEILLES, LONDON & ANTWERP.	ROON	Ger. str.	Meinert	BUTTERFIELD & SWIRE	5th Jan.
BREMEN, VIA PORTS OF CALL	SAXONIA	Ger. str.	Brehmer	MELBOURNE & CO.	To-morrow, Noon.
HAVRE & HAMBURG	MAHUR	Ger. str.	Stern	HAMBURG-AMERICA LINE	3rd November.
HAVRE, BREMEN & HAMBURG.	SUEVIA	Ger. str.	Borek	HAMBURG-AMERICA LINE	21st November.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	Fabert	HAMBURG-AMERICA LINE	1st December.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Duckstein	HAMBURG-AMERICA LINE	15th Dec.
HAVRE & HAMBURG	AMBICA	Ger. str.	Klausberger	HAMBURG-AMERICA LINE	20th Dec.
TRIESTE, &c. VIA SINGAPORE, &c.	NIPPON	Aus. str.	W. T. Bain	SANDR. WIELER & CO.	5th Jan.
NEW YORK, VIA SUEZ CANAL	HERMISTON	Rus. str.		SHAW, TOMES & CO.	26th Nov. P.M.
NEW YORK, VIA SUEZ CANAL	KURDISTAN	Brit. str.		DOWDELL & CO. LD.	About 18th Nov.
NEW YORK, VIA SUEZ CANAL.	SENCOA	Brit. str.	C. R. Deynon	STANDARD OIL CO.	About 31st inst.
NEW YORK, VIA SUEZ CANAL.	ATHENS	Brit. str.		CANADIAN PACIFIC R. CO.	About 5th Nov.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.		CANADIAN PACIFIC R. CO.	14th November.
VANCOUVER, VIA SHANGHAI, &c.	OYAMA	Brit. str.		BUTTERFIELD & SWIRE	18th November.
VICTORIA (B.C.) & SEATTLE VIA N. S. &c.	IMO MARU	Jap. str.	C. H. Butler	NIPPON YUSEN KAISHA	2nd Nov. at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA N. S. &c.	SHAWMUT	Brit. str.	W. M. Smith	DOWDELL & CO. LTD.	14th Nov.
VICTORIA (B.C.) & SEATTLE VIA N. S. &c.	EMPEROR	Brit. str.	Hollingsworth	PORTLAND & LYTCH CO.	15th Nov.
PORTLAND, OREGON	INDRAPAUBA	Brit. str.	P. T. Helms	GIBB, LIVINGSTON & CO.	18th Nov. at Noon
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	W. Hunter	NIPPON YUSEN KAISHA	4th Nov. at 4 P.M.
AUSTRALIAN PORTS	SUEVIA	Ger. str.	Beck	HAMBURG-AMERICA LINE	3rd inst. at Noon
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	FORMOSA	Brit. str.	H. H. W. Snow	P. & O. S. N. Co.	About 31st inst.
MOI, KOBE, Y. HAMA, &c., & SAN FRANCISCO	CHINGHO	Brit. str.	Parkinson	CHINA COM. S. S. CO.	4th Nov. at Noon
KOBE	YAKASA MARU	Jap. str.	T. Murai	BUTTERFIELD & SWIRE	31st inst.
KOBE & YOKOHAMA	BINGO MARU	Jap. str.	F. Davis	NIPPON YUSEN KAISHA	30th inst. at Noon
KOBE & YOKOHAMA	KULANO MARU	Jap. str.	E. W. Haswell	NIPPON YUSEN KAISHA	6th Nov. D/light.
NAGASAKI, KOBE & YOKOHAMA.	PHONTO	Ger. str.	Grundt	NIPPON YUSEN KAISHA	14th Nov. at Noon
SHANGHAI, NAGASAKI, PHONTO & YOKOHAMA.	HAMBURG	Ger. str.	E. Burnmeister	HAMBURG-AMERICA LINE	15th Nov. Daylight
SHANGHAI	WOONGH	Brit. str.		MELBOURNE & CO.	Quick despatch.
TAMU, VIA SWATOW & AMOY	DALIN MARU	Jap. str.	T. Ogata	BUTTERFIELD & SWIRE	29th inst.
ANING, VIA SWATOW & AMOY	MAIZURU MARU	Jap. str.	K. Akashi	OSAKA SHOSHEN KAISHA	29th inst.
FOOCHOW, VIA SWATOW & AMOY	ANING MARU	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	To-morrow.
AMOY & TAMSUI	HAIMU	Brit. str.	Gibson	OSAKA SHOSHEN KAISHA	To-morrow.
AMOY & MANILA	KAIPOING	Brit. str.	Roach	DOUGLAS LAPAQUE & CO.	To-day, at Noon.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	P. R. Silverlock	BUTTERFIELD & SWIRE	29th inst.
MANILA	TOONCHER	Brit. str.	Weigall	DOUGLAS LAPAQUE & CO.	To-morrow, D/light.
MANILA	LOONGSANG	Brit. str.	R. W. Almond	DOWDELL & CO. LD.	About 30th inst.
MANILA DIRECT	RUBI	Brit. str.	E. P. Bishop	JARDINE, MATHESON & CO.	30th inst. at 4 P.
MANILA	ROHILLA MARU	Jap. str.	R. Rodger	SHAW, TOMES & CO.	31st inst. 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	T. W. Garlick	TOYO KISEN KAISHA	31st inst. 10 A.M.
MANILA	TRIMONT	Brit. str.		SHAW, TOMES & CO.	7th Nov. at Noon
MANILA	WUCHANG	Jap. str.	T. Harrison	DOWDELL & CO. LD.	About 28th Nov.
LOILOI	KINSHU MARU	Jap. str.	K. Kori	BUTTERFIELD & SWIRE	9th inst.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA M.	Jap. str.	Buller	NIPPON YUSEN KAISHA	29th inst. at 4 P.
BOMBAY, VIA SINGAPORE & COLOMBO	KUMESAW	Brit. str.		NIPPON YUSEN KAISHA	31st Nov. at Noon
SINGAPORE, PENANG & CALCUTTA.				JARDINE, MATHESON & CO.	To-morrow, Noon

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ULYSSES"	On 31st October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 7th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th November.
GLASGOW and LIVERPOOL	"PELEUS"	On 21st November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 28th November.
GLASGOW and LIVERPOOL	"YANGTSE"	On 12th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSHALLS, LONDON and ANTWERP	"PAK LING"	On 27th October.
LONDON and ANTWERP	"TANTALUS"	On 10th November.
MARSHALLS and LIVERPOOL	"NINGCHOW"	On 15th November.
LONDON and ANTWERP	"POLYPHEMUS"	On 24th November.
MARSHALLS, LONDON and ANTWERP	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSHALLS, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSHALLS, LONDON and ANTWERP	"DARDANUS"	On 5th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 2nd November.
	"PELEUS"	On 30th November.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th October, 1903.

[10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 29th October.
AMOI and MANILA	"KAIFONG"	On 29th October.
HOLO	"WUCHANG"	On 30th October.
KOBE	"TSINAN"	On 31st October.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th October, 1903.

[11]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KINSHU MARU	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 29th Oct. at 4 P.M.
BOMBAY MARU	KOBE and YOKOHAMA	FRIDAY, 30th Oct. at NOON.
WAKASA MARU	MARSHALLS, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 31st Oct. at DAYLIGHT.
IYO MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Nov. at 4 P.M.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 3rd Nov. at NOON.
KUMANO MARU	NAGASAKI, KOBE & YOKOHAMA	WEDNESDAY, 4th Nov. at NOON.
BINGO MARU	KOBE and YOKOHAMA	FRIDAY, 6th Nov. at DAYLIGHT.
KASUGA MARU	(SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE)	FRIDAY, 6th Nov. at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through
passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings First Floor, Clatter Road.

Apply to—
T. S. TAKAYANAGI, Acting Manager.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAVA	About 30th October	Freight and Passage.
YOKOHAMA, VIA SHANG- HAI, MOJI and KOBE (Passing through the Inland Sea)	FORMOSA B. H. W. Snow	About 31st October	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th October, 1903.

PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA
OF JAPAN, MOJI, KOBE and YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,399	A. E. Hollingsworth	November 14, 1903
"THURASAMMA"	5,197	W. E. Craven	December 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th September, 1903.

[14]

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL.
(With liberty to call at Philippine Ports.)

THE Steamship

"SENECA."
Captain C. R. Beynon, will be despatched on
or about THURSDAY, the 31st November.
For Freight and further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, 14th October, 1903. [2882]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at Port Darwin and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELPHIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"EMPIRE."
Captain P. T. Helms, will be despatched for the
above ports on WEDNESDAY, the 18th
November, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A stowage and a daily qualified surgeon
are carried.
N.B.—To ensure the additional comfort of
passengers the Steamer of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 22nd October, 1903. [2954]

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

"HERMISTON," Captain W. T. Balu.
will be despatched on or about WEDNESDAY,
the 18th NOVEMBER.
For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 23rd October, 1903. [2855]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY.

SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1903. [1984]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO
CHINA STEAM NAVIGATION Co.'s fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan.
Hongkong, 4th August, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week-
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao week days
at about 2 P.M. and Saturdays about 7.30 P.M.
FARE—(week days) 1st Class (including cabin
and servant), \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket \$2. Return Ticket \$3. Return
Ticket including Tiffin and Dinner either on
board or at Macao Hotel \$5. On Sundays \$5
extra will be charged for each Cabin which has
no accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok
Street.
The Steamer runs an Excursion Trip Every
Sunday, and takes only 3 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 8th September, 1903. [2112]

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
561 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS, and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1
each.
Cargo Freight very moderate.
J. TREVINO & CO.,
No. 128, Commercial Road Central.
Hongkong, 30th June, 1903. [1751]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during their
stay in Hongkong Harbour—
BRILLIANT, British 4-m. bark, Geo. Cowlishaw,
—Standard Oil Co.
HERENA, Texan, Am. barque, D. A. Vanhon
—Captain.
NOAN-KE, American ship, J. A. Ainsbury,
—Arnhold, Zerkberg & Co.
ROSE, British barque, Pev—Stemson & Co.

**SAVARESSE'S
SANDAL
CAPSULES**
Not made of Guttapercha, most efficacious, because
absolutely pure English Oil.
Full directions. All Chemists.
Insist on Savaresse's.

NOTICES TO CONSIGNEES

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship
"INDRANI"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out mark by mark, and
delivery can be obtained as soon as the
Goods are landed.
Goods not cleared by the 27th inst., at NOON,
will be subject to rent.
No Fire Insurance will be effected by us in
any case whatever.
All landed packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within ten
days after the vessel's arrival here; after which
no claims will be recognised.
Optional goods will be landed here unless
instructions are given to the contrary before
NOON, To-day, the 27th inst.
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 21st October, 1903. [2948]

STEAMSHIP "YARRA."
COMPAGNIE DES MESSEGERIES
MARITIMES.

CONSIGNEES of Cargo from London &c. &c.
Sider, in connection with above Steamer, are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risks in
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on unless
instructions are received from the Consignees
before NOON, To-day, the 27th inst.; requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Tuesday, the 27th inst., at NOON, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 27th inst., or they will not be recognised.
All damaged packages will be examined on
Tuesday, the 27th inst., at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 20th October, 1903. [2]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT."
FROM TACOMA, YOKOHAMA, KOBE
AND MOJI.
The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.
Cargo requiring the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LD.,
Agents.
Hongkong, 21st October, 1903. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BENGAL,"
FROM BOMBAY, COLOMBO AND
SINGAPORE.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out mark by mark, and
delivery can be obtained as soon as the
Goods are landed.
The Vessel arrives on Cargo—
From London, &c., at 8 A.M. Australia.
From Persia, Gulf, &c. at 1 P.M. S. N. and
B. & P. S. N. Co.'s Steamer.
Optional Goods will be landed here unless
instructions are given to the contrary before
P.M. To-day, the 22nd inst.
Goods not cleared by the 22nd inst., at P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the
Godowns for examination by the Consignees and
the Company's representative at an appointed
time. All claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
claims will be admitted after the Goods have
left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 22nd October, 1903. [1]

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E. A. HEWETT,
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Hongkong, 22nd October, 1903. [1]

VISITORS AT HOTELS

HONGKONG HOTEL.

Mr. Anderson
Mr. E. G. Barrett
Mr. H. Barrett
Mr. A. B. B. B.
Mr. & Mrs. W. M. Black
Mr. & Mrs. R. B. B.
Mr. & Mrs. A. B. B.
Mr. & Mrs. L. B. B.
Mr. & Mrs. T. B. B.
Mr. & Mrs. W. B. B.
Mr. & Mrs. J. B. B.
Mr. & Mrs. C. B. B.
Mr. & Mrs. S. B. B.
Mr. & Mrs. D. B. B.
Mr. & Mrs. F. B. B.
Mr. & Mrs. G. B. B.
Mr. & Mrs. H. B. B.
Mr. & Mrs. I. B. B.
Mr. & Mrs. K. B. B.
Mr. & Mrs. L. B. B.
Mr. & Mrs. M. B. B.
Mr. & Mrs. N. B. B.
Mr. & Mrs. O. B. B.
Mr. & Mrs. P. B. B.
Mr. & Mrs. Q. B. B.
Mr. & Mrs. R. B. B.
Mr. & Mrs. S. B. B.
Mr. & Mrs. T. B. B.
Mr. & Mrs. U. B. B.
Mr. & Mrs. V. B. B.
Mr. & Mrs. W. B. B.
Mr. & Mrs. X. B. B.
Mr. & Mrs. Y. B. B.
Mr. & Mrs. Z. B. B.

INDRANI HOTEL.

Mr. & Mrs. W. B. B.
Mr. & Mrs. J. B. B.
Mr. & Mrs. C. B. B.
Mr. & Mrs. S. B. B.
Mr. & Mrs. D. B. B.
Mr. & Mrs. F. B. B.
Mr. & Mrs. G. B. B.
Mr. & Mrs. H. B. B.
Mr. & Mrs. I. B. B.
Mr. & Mrs. K. B. B.
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